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INFORMATION REPORT

CD NO.

25X1A

COUNTRY

China

DATE DISTR.

SUBJECT

Shipping Companies Which Purchase Fuel from Caltex

NO. OF PAGES

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PLACE ACQUIRED 25X1A

NO. OF ENCLS.

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SUPPLEMENT TO REPORT NO.

The following companies, which, for the most part, are run from Shanghai, ovrchase fuel for their ships from Caltex in Hong Kong: 1

Ter East Enterprising Company? ships ORIENTAL and TOWSK.

D.A. Kong Steamship Company: ships MINA, ROMANTICO, GERMA, and VIM.

Kin Cheng Steamship Company: ships FLYING DRAGON and SOFIA.

Irinity Development Company: 3 ships NOWROOZ and ALPHA ORANGE.

Lee Brothers and Company: ships AKRON LILY, AN PING, and CHIA YI.

Holly (Ho Li, 原 於) Steamship Company, 140 Connaught Road, Central, Hong Kong: ships NIGELOCK, FOOK WA, and MAIDOVA.

Secropolitan Commercial Company ships EASTERN VENTURE, EASTERN PRIDE. and SAN FERNANDO.

Thung Heing () Steamship Company 5 ships OSTBAY, PACIFIC STAR, and

Ta Chieng (A N) Industrial Company: ships EBONOL, which was sunk, and EASTERN TRADE.

E. Msiang Steamship Company: ship WEI MING.

Southwest Industrial Company: ships INCHEAY and VALVE.

2. The Far East Enterprising Company is Chinese Communist owned. The manager is from North China and the assistant manager from Shanghai. The company has three ocean-going vessels which call at European ports, carrying only Far East Enterprising Company cargo. The company also acts as agents for Soviet ships in Hong Kong.

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- 3. The Trinity Development Company, which has special connections with the Chinese Communists and the Soviets, is the only company which can send steps to Dairen.
 - The Holly Steamship Company was owned by Roy PONG (P'ENG Shu-lin,) and Raymond WONG (HUANG Tac, A.) and operated ships between Hong Kong and Swatow. PONG, who was connected with the China Petroleum Comporation, made purchases for that corporation from Caltex and as a result received preferential treatment from Caltex. Therefore, Holly's ships, which were running the blockade, were able to sell the excess fuel they carried to the Chinese Communists. The company went out of business after several of its ships were detained by the Nationalists. PONG joined the China Vegetable Oil Company and went to Brazil, since that company has a plant near Rio de Janeiro. PONG's family and his partner Raymond WONG are planning to go to Brazil. PONG is also attempting to get into the United States.
 - The Ta Chaeng Industrial Company, managed by FEI I-min (), is cured and operated by the Ta Kung Pao.

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Comment. The following information is available on the vessels mentioned:

AKRON LILY, Chinese Nationalist registry, plying between Hong Kong and Taiwan.

ALPHA ORANGE, ex-CLUMBERNALL, In February 1951 it was reported that the ship was to be sold in Japan, but in June 1951 she was expected to pick up a pilot in Hong Kong to proceed to Whampoa. At that time the agents were the Far East Enterprising Company.

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EASTERN PRIDE, ex-NORBERG.

the vessel25X1A

was sold to the Asahi Steamship Company, Kobe, in February 1951.

EASTERN TRADE, possibly the EASTERN TRADER, 2353 gross tonnage, whose Hong Kong agents have been reported to be the Dah Chen Industrial Company. In September 1951 she was running between Hong Kong and Shanghai.

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EASTERN VENTURE, ex-LAKE FRUGALITY,

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EBONOL, 596 tons, British registry, sank in May 1950.

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FINING DRAGON, 1279 gross tonnage, According to another American agency, her name has been changed to SAN BLAS.

FORTUNE STAR, 7,300 tons,

GEHMA, 5,282 gross tonnage, Norwegian registry, in February 1951 she arrived in Hong Kong from Korea.

INCHMAY, British registry. In January 1951 she left Ho g Kong for Singapore.

MAIDOVA, ex-IRIS, 848 tons, under Panamanian registry since August 1950, owners Universal Steamship Company, Panama and Shanghai.

MINA, ex-TAI YUN, 2,241 tons, under Panamanian registry since December 1949.

NICELOCK, British registry. In July 1951 she was under bareboat charter to a Chinese Communist firm, and flew the Chinese Communist flag while in Saigon.

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NOWROOZ, Panamanian registry, was in Dairen in November 1949.

ORIENTAL, ex-DAH CHUNG, was reported by Lloyds as sold to a North China Firm in February 1951.

OSTBAY, ex-MING HSING, 1,80h gross tonnage, Panamanian registry.

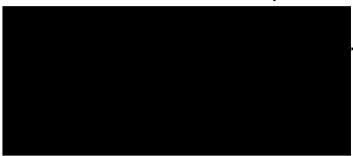
ROMANTICO, ex-NEW SHANGHAI, 1,221 tons, Panamanian registry since October 1949, owned, according to Illoyds, by Wallem and Company, with Far Eastern and Panama Transport Company as operators. 25X1A

SAN FERNANDO, 25X1A

SOFIA, ex-CHIAO TUNG, 881 gross tonnage. 25X1A

VALVE, 643 tons, Panamanian registry, reportedly sunk in the Yangtze in June 1950.

VIM, ex-PING AN, 1,132 gross tonnage, Panamanian registry. In August 1951 she left Hong Kong for Samarinda, Borneo.



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